



LITHGOWS No 983

EMPIRE MIRANDA

PROFILED DECK PLAN

As BUILT

N.N. "MERCHANT" ✱



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Lloyd's Register
Foundation

003298-003306-0253

"EMPIRE MIRANDA" PROFILE AND DECK PLAN.

S. S. No 983.

Scale 1/8" = 1 FOOT

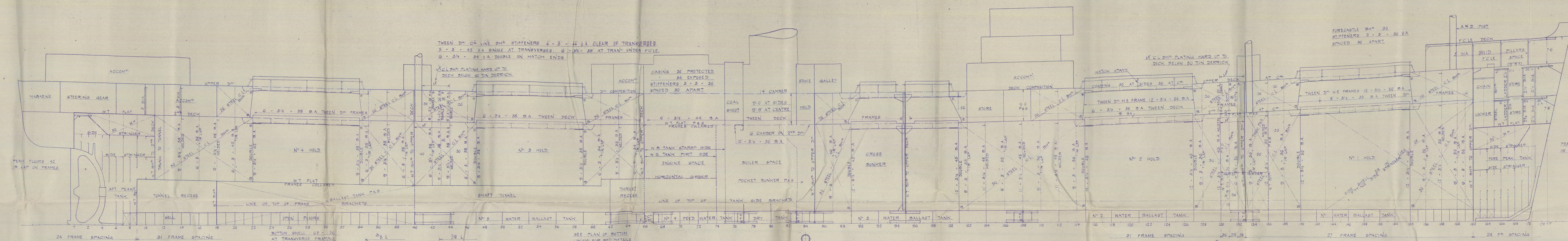
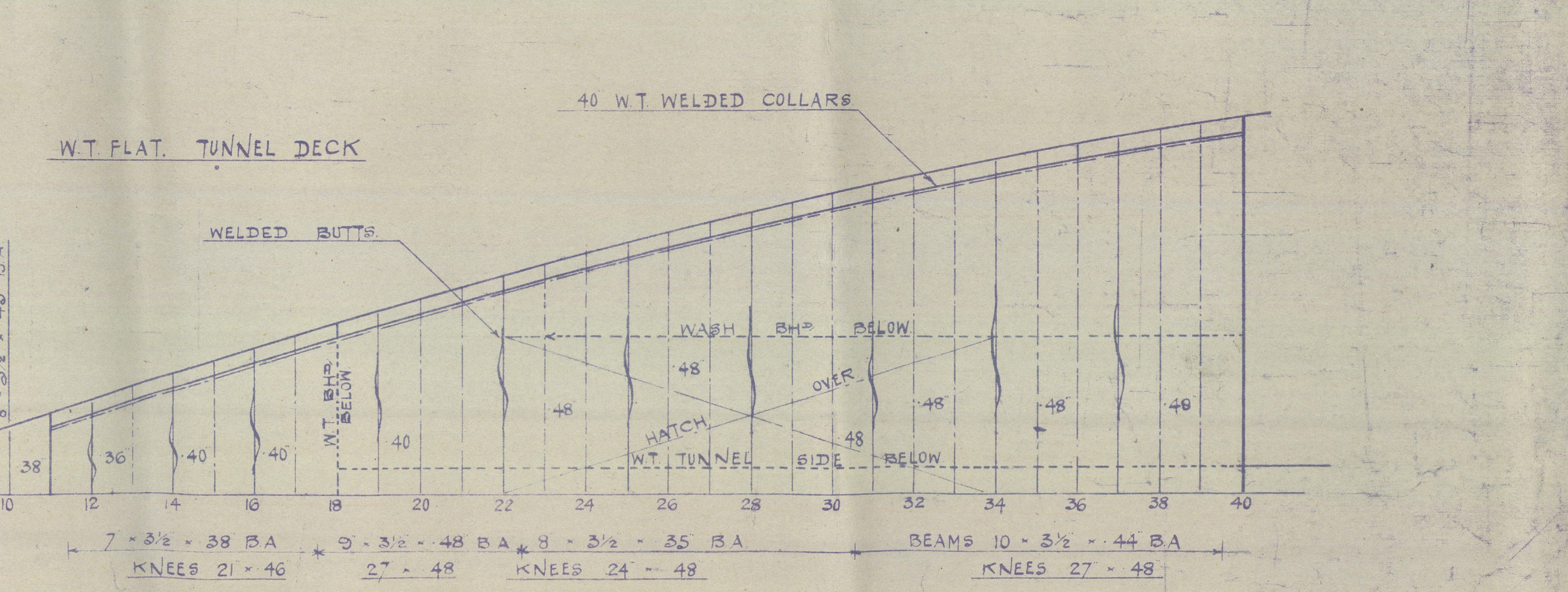
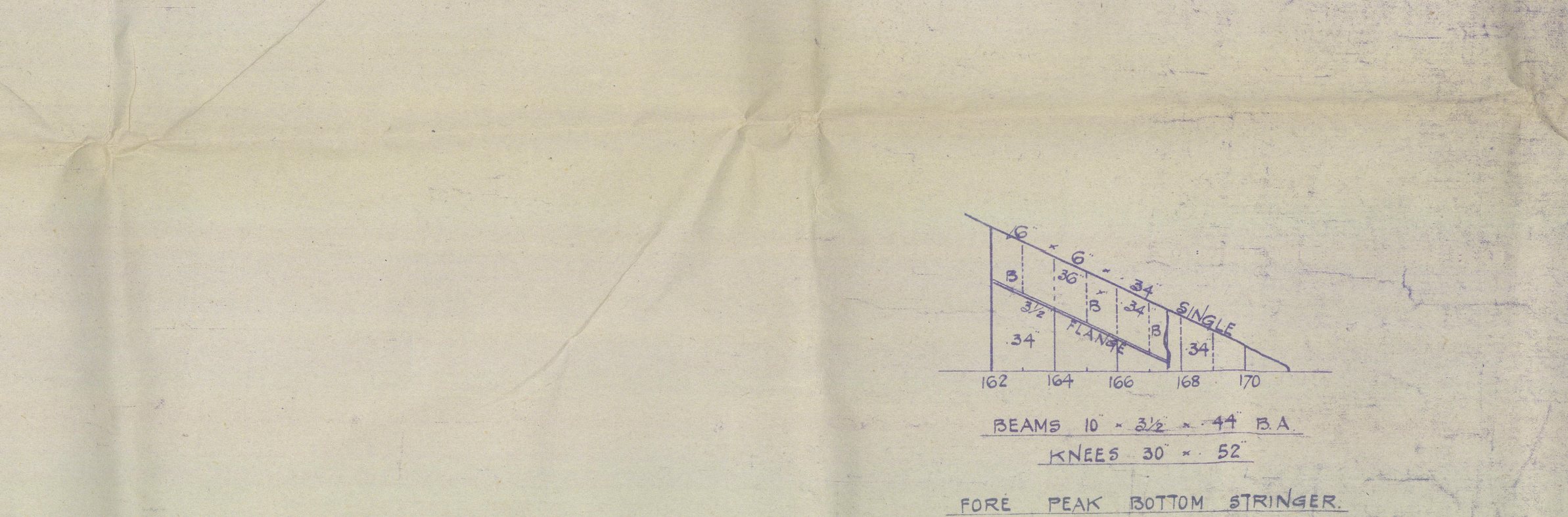
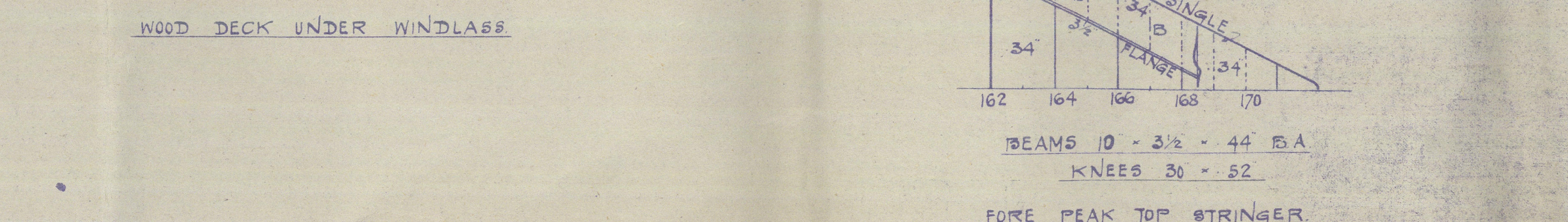
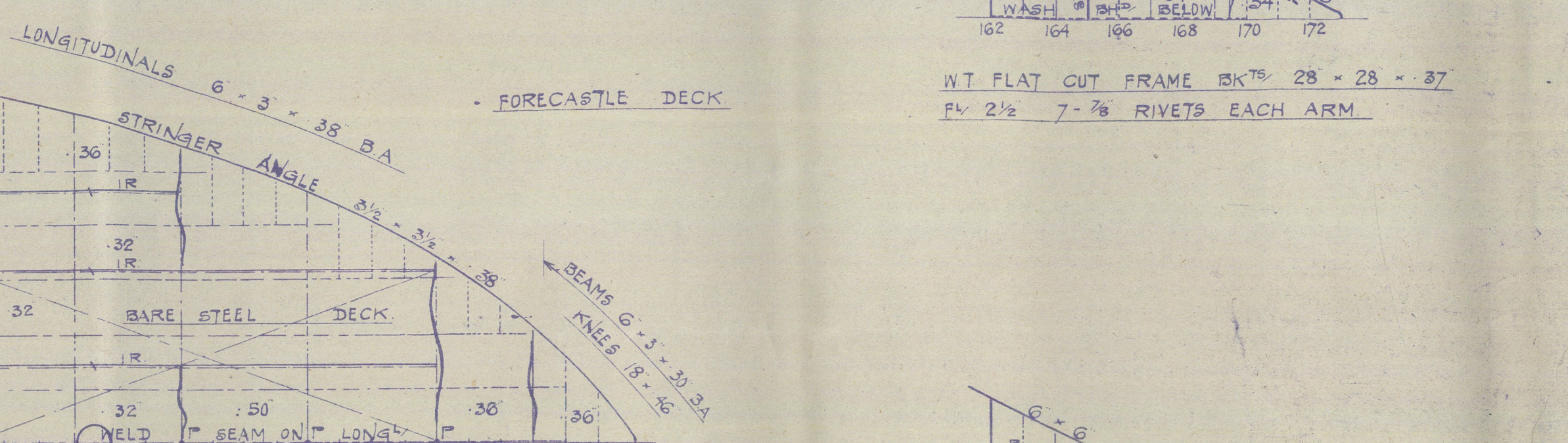
DIMENSIONS: 425' 0" BP ON L.W.L. - 56' 0" MLD - 27' 9" MLD TO SECOND DECK - 56' 10" MLD TO UPPER DECK
TO CLASS 100 A.I. WITH FREEBOARD AT LLOYD'S SPECIAL SURVEY

THE SCANTLINGS ARE THE MINIMUM ACCEPTABLE FOR A LOAD DRAFT IN EXCESS OF THAT CONTEMPLATED BY THE RULES FOR A COMPLETE SUBSTRUCTURE VESSEL HAVING A TONNAGE OPENING.

ALL ANGLE AND BULB ANGLE SECTIONS GIVEN ARE NEW BRITISH STANDARD.
FOR PARTICULARS OF HIGH AMPERAGE WELDING TO BE USED SEE PLAN OF MIDSHIP SECTION.
PLANS OF W.T. BULKHEADS, BOTTOM SHELL LONG-
BOTTOM STRENGTHENING FORWARD CARGO HATCHES,
DECK TRANSVERSES, SHUTT TUNNEL AND CRUISER
STERN TO BE SUBMITTED LATER.

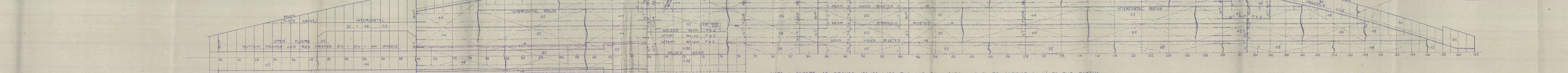
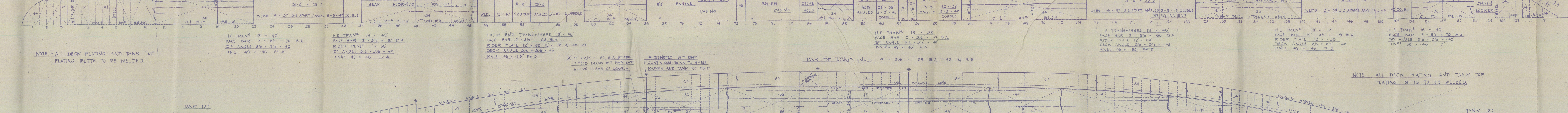
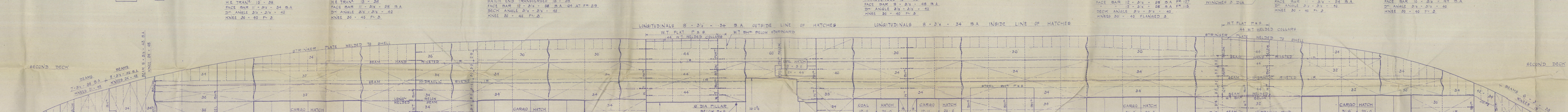
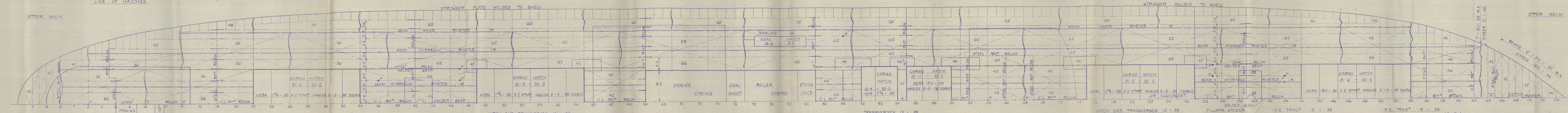
SHEER FORWARD	108
" " " " " " " "	81
" " " " " " " "	84
" " " " " " " "	30 1/2
DISPLACEMENT 20,000	78
ROUND OF DECK - 8 AT SECOND DECK X	14
TUNNEL HOME AT UPPER DECK	12
" " " " " " " "	2

NOTE: THE PARTS SHOWN ON THE PLAN VIEWS OF THE DECKS AND TANK TOPS THUS TO BE SHIP HYDRAULIC RIVETED TOGETHER.



MAIN SIDE FRAMES TO SECOND DECK ON EVERY FRAME 12' 0" x 56' 0" B.A.
MAIN SIDE FRAMES CARRIED TO UPPER DECK ON HATCH END TRANSVERSES.
MAIN SIDE FRAMES TO 2ND DECK ON EVERY FRAME 12' 0" x 56' 0" B.A.
MAIN SIDE FRAMES CARRIED TO 2ND DECK ON EVERY FRAME 12' 0" x 56' 0" B.A.
MAIN SIDE FRAMES TO 2ND DECK ON EVERY FRAME 12' 0" x 56' 0" B.A.
MAIN SIDE FRAMES CARRIED TO 2ND DECK ON EVERY FRAME 12' 0" x 56' 0" B.A.

LONGITUDINALS 7' 0" x 56' 0" B.A. INSIDE AND OUTSIDE LINE OF HATCHES
LONGITUDINALS 7' 0" x 56' 0" B.A. INSIDE LINE OF HATCHES
LONGITUDINALS 7' 0" x 56' 0" B.A. OUTSIDE LINE OF HATCHES
LONGITUDINALS 7' 0" x 56' 0" B.A. INSIDE LINE OF HATCHES



NOTE: EXCEPT AT FRAMES 130, 135, 136 THE W.T. BULKHEADS ARE TO BE CARRIED DOWN TO THE BOTTOM SHELL. THE TANK TOP CENTRE STRAITS, TANK TOP PLATING AND TANK MARGIN PLATING TO BE STOPPED ON EACH SIDE OF THE BULKHEADS AND WELDED. THE CENTRE GIBBER ONLY BEING CONTINUOUS AT THE ABOVE FRAMES. THE TANK TOP AND MARGIN PLATING IS TO BE CONTINUOUS.

LITHGOWS NO 383.

EMPIRE MIRANDA

MIDSHIP SECTION.

As Built

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DIMENSIONS : 425'-0" BP ON L.W.L. = 86'-5" EXT. = 56'-0" M² = 27'-9" M² TO SECOND DECK = 36'-10" M² TO UPPER DECK
TO CLASS 100 A.I. WITH FREEBOARD AT LLOYDS SPECIAL SURVEY

ALL ANGLE AND BULB ANGLE SECTIONS GIVEN ARE NEW BRITISH STANDARD
HIGH AMPERAGE WELDING TO BE USED IN HULL CONSTRUCTION WHERE PRACTICABLE
BUT NOT IN OVERHEAD WORK

	<u>EQUIPMENT NUMBER</u>		
SECOND LONGITUDINAL NUMBER	420	(56 + 20 93)	" 39453
FORECASTLE	40	$\times 7.5 = 34$	" 223
HOUSE AFT	54.6	$\times 7.5 = 1/2$	" 130
MIDSHIP ACCOMMODATION AND CAGING	72	$\times 8 = 1/2$	" 288
BALCON HOUSE	30	$\times 8 = 1/2$	" 120
	<u>EQUIPMENT NUMBER</u>		" 40216

1. FRAMES TO SHELL SPACED 8" DIA APART C/C TO C/R. 8" DIA APART C/C TO C/R AND WIDE IN BALLAST-TANKS AND IN WAY OF DEEP FRAMING FORWARD.

2. FRAMES OF COUPLER, FLUE FRAMES AND GIBBET FRAMES SPACED 8" DIA APART C/C TO C/R.

3. BOTTOM FRAMING TWO COMPLETE ROWS REELED IN 6" O-C ANGLE BOTTOM FRAMES.

4. TOP AND BOTTOM SHELL LONGITUDINAL SPACED 8" DIA APART C/C TO C/R AND C/L.

5. C/R FOR RIVET SPACING IN WAY OF ENB. ATTACHMENTS.

6. C/R OF COUPLER, FLUE FRAMES AND GIBBET FRAMES AND 8" DIA C/C TO C/R IN B/R BUT NOT THE DISPERD VERTICAL ANGLES SPACED 6" DIA C/C TO C/R REELED IN 6" D ANGLE.

7. THE GIRDER TOP ANGLES SPACED 8" DIA APART C/C TO C/R AT 45° TRANSVERSE AND 90° W/T.

8. 1" C/L ANGLE SPACED 8" DIA C/C TO C/R.

9. INWARD FLOOR STIFFENERS SPACED 8" DIA C/C TO C/R.

10. FLANGE OF W/T BULKHEAD FRAMES SPACED 3" DIA C/C TO C/R.

11. KEELHEAD FLANGE OF W/T BULKHEAD FRAMES SPACED 4 1/2" DIA C/C TO C/R.

12. THE LINE BULKHEAD STIFFENERS SPACED 7" DIA C/C TO C/R AND 6" DIA C/C TO C/R IN C/L BULK.

13. C/L LONGITUDINAL SPACED 8" DIA C/C TO C/R.

14. 1" C/L ANGLE SPACED 8" DIA C/C TO C/R.

15. 8" DIA C/C TO C/R IN PEAK BULKHEAD* AND W/T.

16. ON EVERY FRAME AT END OF VESSEL SPACING 7" DIA C/C TO C/R.

17. IS-OT W/T BULKHEAD AND TUNNEL PLATING SPACED 4" DIA C/C TO C/R.

18. C/R IN BEAMS AND BUTTE OF PEAK AND IN R TANK BULKHEADS.

19. 1" DIA SHELL PLATING 1/2" DIA C/C TO C/R.

20. 8" BOTTOM SHELL PLATING SPACED 4" DIA APART C/C TO C/R.

21. 8" DECK PLATING SPACED 4 1/2" DIA C/C TO C/R.

22. 8" OF TANK TOP PLATING SPACED 4" DIA C/C TO C/R AND 4 1/2" DIA.

23. 8" DIA RIVETS ARE FITTED AT 4" DIA TIGHT SPACING AT 20 THICK.

24. PEAK AND REVERSE FRAMES ON OPEN FLOORS IN W/R TANK AFT 4" C/C TO C/R.

25. REVERSE FRAMES IN WAY OF TRANSVERSE BOTTOM FRAMING SPACED 8" DIA C/C TO C/R.

26. 1" C/L ANGLE BOTTOM FRAMES IN WAY OF TRANSVERSE BOTTOM FRAMING AT PORT.

27. 1/2" DIA C/C TO C/R SHELL AND 6" DIA C/C TO C/R TWO FLOOR

